

# THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, NOVEMBER 1, 1892.

## The Share Market.

**LATEST QUOTATIONS**  
Hongkong and Shanghai Bank.—112½ per cent. prem., sellers.  
The National Bank of China, Ltd.—on £7.10. paid up, 35 per cent. div., sellers.  
The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
The Bank of China, Japan & the Straits, Ltd.—\$34, buyers.  
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £20, buyers.  
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—\$82 per share, ex. div., buyers.  
China-Traders' Insurance Company—\$55 per share, sellers.  
North China Insurance—Tls. 240 per share, sellers.  
Canton Insurance Company, Limited—\$105 per share, buyers.  
Yangtze Insurance Association—\$102, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$265 per share, sellers.  
China Fire Insurance Company—\$84 per share, sales and buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$31, sales and sellers.  
China and Manila Steam Ship Company—28 per share, buyers.  
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
Douglas Steamship Company—\$37 per share, sales and sellers.  
The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and sellers.  
Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
Hongkong Hotel Company—\$24, sellers.  
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
The Austin Arms Hotel and Building Company, Limited—\$44 per share, sellers.  
The Shamoon Hotel Co., Limited—\$5 per share, sellers.  
Punjom and Sunghie Dua Samantan Mining Co.—\$225 per share, sellers.  
The Raub Gold Mining Co., Limited—25 cents per share, sellers.  
New Irons Mining Co., Limited—\$150 per share, buyers.  
The Balmoral Gold Mining Co., Limited—nominal.  
Tonquin Coal Mining Co.—\$150 per share, sellers.  
The Tebbu Mining and Trading Co., Limited—\$525 per share, ex. div., sellers.  
The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.  
London and Pacific Petroleum Co., Ltd.—nfx. nominal.  
China Sugar Refining Company, Limited—\$155 per share, sales and buyers.  
Luzon Sugar Refining Company, Limited—\$35, nominal.  
A. S. Watson & Co., Limited—\$164 per share, sellers.  
Dakin, Crickshank & Co., Limited—\$2 per share, sellers.  
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.  
The Hongkong Land Investment Co., Limited—\$57, sellers.  
The West Point Buildings Co., Limited—\$27 per share, sellers.  
H. G. Brown & Co., Limited—\$24 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.  
Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sellers.  
Hongkong Gas Company—\$100 per share, sales and buyers.  
Hongkong Ice Company—\$67 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—\$53 per share, sellers.  
The Green Island Cement Co.—\$44 per share, sellers.  
The Hongkong Electric Light Co., Limited—\$24 per share, sellers.  
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

**EXCHANGE.**  
ON LONDON—Bank, T. T. ....2/9½  
Bank Bills, on demand .....2/9½  
Bank Bills, at 4 months' sight .....2/10  
Credits at 4 months' sight .....2/10½  
Documentary Bills, at 4 months' sight .....2/10½  
ON PARIS—  
Bank Bills, on demand .....3/51  
Credits, at 4 months' sight .....3/61  
ON INDIA—  
T. T. ....22½  
On Demand .....22½  
ON SHANGHAI—  
Bank, T. T. ....72  
Private, 30 days sight .....72½

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. H. Allen. Mr. and Mrs. G. Lloyd  
Mr. R. Bouncken. E. Palm.  
Dr. Burton. Mr. J. F. Matthews.  
Mr. G. C. Cox. Mr. R. de S. Mathurin.  
Capt. Cunningham. Rev. J. M. Mort n.  
Mr. Geo. Fenwick. M. A. Richardson.  
Mr. W. P. Fish. Sing Major Robbins.  
Mr. C. F. Focken. Mrs. Robbins.  
Mr. Wood Fossick. Mr. F. E. Shean.  
Mr. C. M. Gray. Mr. L. G. R. Smith.  
Mr. & Mrs. D. G. Mr. W. Tarn.  
Greenough. Mr. P. N. Thompson.  
Mr. & Mrs. Hitchcock. Mr. Geo. Turner.  
Mr. Thos. Howard. Mr. J. Watts.  
Mr. A. Laroze. Mr. C. S. Weir.  
Conrad and Mrs. von Mr. G. S. Wickham.  
Loeper and maid.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Mr. & Mrs. W. Macbean,  
Mr. S. T. Benjamin. children and nurse.  
Captain Benson. Mr. and Mrs. S. V.  
Mrs. Blackburne. Morgan.  
Mr. Hart-Buck. Mr. V. Morgan.  
Rev. R. F. Cobbold. Miss V. Morgan.  
Mr. Cochran. Mr. Chas. C. Malsch.  
Mr. and Mrs. C. C. Mr. H. F. Meyerink.  
Cohen. Mrs. Nierop.  
Mr. J. B. Coughtrie. Mr. A. Ross.  
Colonel Chauncy. Mr. C. Schwenke.  
Mr. W. H. Gaskell. Mr. Taylor.  
Mr. Vomer Meyer.

## VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Chaudet. Mr. W. R. Needham.  
Major Clayton. Surgeon-Colonel H. F.  
Mr. T. Cowen. Paterson.  
Mr. W. S. Harrison. Mr. and Mrs. Perkin.  
Mr. Morton Jones. Mr. Sparrow.  
Mr. V. Kofod. Mr. Strachle.  
Mr. W. H. R. Loxley. Mr. Geo. L. Tomlin.  
Mr. F. Maitland. Mr. David Wood.

## HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)  
To-day.  
Barometer—9 a.m. ....30.08  
Barometer—1 p.m. ....29.98  
Barometer—4 p.m. ....29.95  
Thermometer—9 a.m. ....72  
Thermometer—1 p.m. ....72  
Thermometer—4 p.m. ....72  
Thermometer—9 a.m. (Wet bulb) ....64  
Thermometer—1 p.m. (do) ....65  
Thermometer—4 p.m. (do) ....65  
Thermometer—Minimum ....63  
Thermometer—Maximum (over night) ....73

## MAILS EXPECTED.

### THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Natal*, with mail on the 30th September, left Saigon on the 30th ultimo at 6 a.m., and may be expected here to-morrow.

### THE AMERICAN MAILS.

The O. & O. S. Co.'s steamer *Belgie*, with mails, &c., on the 6th instant, left Yokohama on Thursday the 27th ultimo, at daylight and may be expected here to-morrow.

The O. & O. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th ultimo.

The O. & O. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 25th ultimo.

### THE AUSTRALIAN MAIL.

The E. & A. S. S. Co.'s steamer *Guthrie*, from Sydney, etc. left Port Darwin on the 24th ultimo, and may be expected here on the 3rd instant.

### THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong on the 31st ultimo at noon, and is due here on the 8th instant.

## STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Saghalien* left Shanghai on the 30th ultimo at 4 p.m., and may be expected here to-morrow.

The P. & O. S. N. Co.'s steamer *Canton* from Bombay, left Singapore on the 26th ultimo, and may be expected here to-morrow.

The Austrian Lloyd's steamship *Maria Valeria*, from Bombay, left Singapore on the 26th ultimo, and may be expected to-morrow.

The D. D. R. steamer *Niebo*, from Hamburg, left Singapore on the afternoon of the 28th ultimo, and is expected here on the 3rd instant.

The Navigazione Generale Italiana steamer *Bormida*, from Bombay, left Singapore on the 31st ultimo, and may be expected here on the 6th instant.

The 'Ben' line steamer *Benedi*, from Antwerp and London, left Singapore on the 21st ultimo, and may be expected here on the 6th instant.

## Shipping.

### ARRIVALS.

RIO, German steamer, 1,009, Davidson, 30th Oct.—Chefoo 25th October, Beans and General.—Wieler & Co.  
ESMERALDA, British steamer, 986, G. A. Taylor, 1st Nov.—Manila 29th Oct., General.—Shewan & Co.

DON JUAN, Spanish steamer, 654, R. Beltran, 1st Nov.—Manila 27th October, General.—Brandão & Co.

YUENSANG, British steamer, 1,106, J. Slessar, 1st Nov.—Newchwang 26th October, Peas.—Jardine, Matheson & Co.

ARRAT ON APCAR, British steamer, 1,302, J. E. Hansen, 1st Nov.—Calcutta 14th October, and Singapore 25th, Opium and General.—D. Sassoon, Sons & Co.

THALES, British str., 820, H. Bathurst, 1st Nov.—Tainan 27th October, Amoy 20th, and Swatow 31st, General.—D. Lapraik & Co.

SINGAN, British steamer, 1,050, J. Price, 1st Nov.—Newchwang, and Chefoo 27th Oct., General.—Butterfield & Swire.

BORNEO, Dutch steamer, 1,490, H. Klein, 1st Nov.—Jav (Cheribon), 22nd Oct., Sug r.—Jardine, Matheson & Co.

HAIPHONG, French steamer, 874, G. Jillett, 1st Nov.—Haiphong 30th Oct., General.—Messageries Maritimes.

GLENSHIRE, British steamer, 2,240, R. D. Jones, 1st Nov.—New York 9th Sept., General.—Jardine, Matheson & Co.

### CLEARANCES AT THE HARBOUR OFFICE.

*Mary*, British steamer, for Shanghai, &c.  
*Ajax*, British steamer, for Amoy, &c.  
*Firmosa*, British steamer, for Swatow, &c.  
*China*, American steamer, for Yokohama, &c.

### DEPARTURES.

October 31, *Chingping*, Chinese str., for Canton.  
November 1, *Sherard Osborn*, British str., for a cruise.

November 1, *Glencagles*, British steamer, for Canton.

November 1, *Jacob Diedrichsen*, German str., for Takao.

November 1, *Freijr*, Danish steamer, for Hoihow and Pakhoi.

November 1, *Ningchow*, British steamer, for Shanghai, &c.

November 1, *Swatow*, British steamer, for Haiphong.

November 1, *Moray*, British str., for Shanghai.

November 1, *Breconshire*, British steamer, for Nagasaki, &c.

November 1, *Ajax*, British steamer, for Amoy and Shanghai.

November 1, *Rio*, German str., for Canton.

November 1, *Yuensang*, British str., for Canton.

November 1, *Singan*, British str., for Canton.

### PASSENGERS—ARRIVED.

Per *Don Juan* str., from Manila.—1 European and 13 Chinese.

Per *Esmeralda* str., from Manila.—Messrs. Weir, Wickham, and 40 Chinese.

Per *Arratoon Apar*, str., from Calcutta, &c.—Mrs. and Miss Taylor, Miss Primrose, and 260 Chinese.

Per *Singan*, str., from Newchwang, &c.—2 Chinese.

Per *Thales* str., from Taiwanfo &c.—Rev. Mr. Bender and 218 Chinese.

Per *Haiphong* str., from Haiphong for Hongkong.—Messrs. Clén, Laroze, H. M. Huth-Homberg, and 28 Chinese.

Per *Glenshire* str., from New York.—Miss E. Hastings, and Mr. John Walls.

### REPORTS.

The British steamship *Singan* reports that she left Newchwang, and Chefoo on the 27th ultimo. Had moderate monsoon and fine clear weather throughout.

The Dutch steamship *Borneo* reports that she left Java (Cheribon) on the 22nd ultimo. Had strong north-east monsoon and high swell with fine weather.

The British steamship *Yuensang* reports that she left Newchwang on the 26th ultimo. Had moderate southerly wind and fine weather to Saddle Islands; thence had strong northerly wind with following sea and fine weather until arrival.

The British steamship *Esmeralda* reports that she left Manila on the 29th ultimo. Had strong north-west and north-north-west winds the first part of the passage, and then high sea with moderate north-north-east and north-east gale and high sea to port.

The British steamship *Arratoon Apar* reports that she left Calcutta on the 14th ultimo, and Singapore on the 25th. Experienced light winds and fine weather to lat. 80° north; from there had strong north-north-east winds and high head sea to lat. 20° north; thence to arrival had fresh north-east to easterly winds with moderate sea and fine clear weather.

The British steamship *Thales* reports that she left Taiwanfo on the 27th ultimo. Had strong north-east winds and high sea to Amoy. Left Amoy on the 30th. Had strong north-east breeze and fine weather to Swatow. Left Swatow on the 31st. Had moderate north-east breeze to port. From Taiwanfo brought on to Amoy 2 Europeans, castaways from steamship *Normand*.

## Post Office.

### A MAIL WILL CLOSE—

For Europe, &c., Australia India via Madras, and Mauritius.—Per *Saghalien* to-morrow, the 2nd instant, at 11 A.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, and Victoria, B.C.—Per *Empress of China* to-morrow, the 2nd instant at 11.30 A.M.  
For Shanghai.—Per *Ningpo* to-morrow, the 2nd instant, at 3.30 P.M.  
For Haiphong.—Per *Chusan* to-morrow, the 2nd instant, at 5 P.M.  
For Bangkok.—Per *Chowfa* on Thursday, the 3rd instant, at 9.30 A.M.

For Singapore, Penang, and Calcutta.—Per *Wingsang* on Thursday, the 3rd instant, at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Thursday, the 2nd instant at 11.30 A.M.

For Amoy and Manila.—Per *Esmeralda* on Thursday, the 3rd instant, at 4.30 P.M.

For Swatow, Amoy, and Taiwanfo.—Per *Thales* on Thursday, the 3rd instant, at 5 P.M.

For Europe, &c., &c.—Per *Sachsen* on Monday, the 14th instant, at 2.10 P.M.

## SHIPPING IN HONGKONG

### STEAMERS.

ASAGAO, Japanese steamer, 1,521, H. Selck, 31st Oct.—Nagasaki 26th Oct., Coals.—Mitsui Bishi Colliery.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August.—Tacoma 14th July, General.—Dodwell, Carill & Co.

BENGLOE, British steamer, 1,183, R. Farquhar, 28th Oct.—Mrit 22nd October, Coals and General.—Gibb, Livingston & Co.

CHARTERS TOWERS, British steamer, 1,905, A. Murray, 26th Oct.—Kutchinow 21st Oct., Coals.—Mitsui Bussan Kaisha.

CHINA, German steamer, 1,114, P. Voss, 28th October.—Salgon 22nd October, General.—Melchers & Co.

CHINA, American steamer, 5,200, W. B. Seabury, 22nd October.—San Francisco 28th Sept., and Yokohama 17th, Mails and General.—P. M. S. S. Co.

CHOWFA, British steamer, 1,057, C. Stopham, 24th October.—Bangkok 17th October, General.—Yuen Fat Hong.

CHUSAN, German steamer, 623, W. Wendt, 30th Oct.—Haiphong 28th October, Rice and General.—A. V. Marty.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 10th Oct.—Vancouver 18th Sept., Yokohama 3rd October, Kobe 5th, and Shanghai 7th, Mails and General.—Canadian Pacific R. Co.

FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.

FORMOSA, British steamer, 674, Hall, 31st Oct.—Tamsui 28th October, and Amoy 29th, General.—D. Lapraik & Co.

INDEPENDENT, German steamer, 1,125, J. Schall, 23rd Oct.—Mrit 17th Oct., Coal—Wieler & Co.

KUNGHAI, Chinese steamer, 716, Johnson, 29th Oct.—Canton 29th Oct., General—C. M. S. N. Co.

NINGPO, German steamer, 762, Lehmann, 30th October.—Canton 30th October, General.—Siemssen & Co.

OORIVA, British steamer, 419, J. M. Daly, 23rd Oct.—Singapore 16th May, General.—Butcher & Swire.

PHRA (HULA CHOM KLAO), British steamer, 1,012, J. A. Morris, 31st Oct.—Bangkok 21st Oct., and Koh-si-chang 23rd, Rice and General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PROFONDIS, British steamer, 1,387, W. H. Fairand, 1st Oct.—Java 22nd Oct., Sugar.—Arnhold, Karberg & Co.

TAILEE, German steamer, 828, Calender, 1st Oct.—Kobe 25th Sept., Coals.—Meyer & Co.

TEHFRAN, British steamer, 1,671, C. H. J. T. eque, 26th Oct.—Bombay 3rd Oct., and Singapore 18th Oct., General.—P. & O. S. N. Co.

VICTORIA, British steamer, 1,991, John Pantoni, R.N.R., 29th Oct.—Tacoma 28th Sept., Yokohama 20th October, and Kobe 23rd, General.—Dodwell, Carill & Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 28th Oct.—Calcutta 8th October, Penang 17th, and Singapore 20th, General.—Jardine, Matheson & Co.

### SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co.

FLSE, German ship, 1,375, H. Bremers, 15th August.—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.

ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stoncutter's Island.—Chinese Customs.

E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.

ISAAC REED, American ship, 1,480, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockelmann & Co.

JESSANDA, German bark, 883, A. Oesselmann, 21st Sept.—Hamburg 20th April, General.—Arnhold, Karberg & Co.

J. Y. ROBBINS, British schooner, 178, Crooby, 11th Sept.—New York 10th May, Petroleum.—Order.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-ong, 24th August.—Yee-on 11th Aug. Timber.—Yung Kee.

PENSHAW, British bark, 727, Wood, 2nd Oct.—Calcutta 22nd August, and Canaga 19th Sept., Timber.—Gibb, Livingston & Co.

SACHEM, American ship, 1,337, Wm. H. Gould, 29th Sept.—New York 24th May, Oil.—Shewan & Co.

SANTA CLENA, American ship, 1,474, R. W. Fuller, 4th Sept.—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.

SANTA RUZ, American schooner, 92, H. W. Rinke, 9th Oct.—put back, General.—Wieler & Co.

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.







## Intimations.

## GINGER ALE.

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In 1890 competed and won against FOUR of the most famed Belfast makers.

## The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.

Victoria Dispensary,

Queen's Road Central.

Hongkong, 17th October, 1891. [30]

A. S. WATSON & CO., LD.

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This Shipment contains many NEW KINDS highly recommended for this climate.

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\$17.00 each.

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THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th October, 1892. [4]

## The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 1, 1892.

## THE IMPERIAL MARITIME CUSTOMS AND LEKIN.

It may interest a very large number of people interested in the trade of China to know that since the signing of the Anglo-Chinese Treaty of Tientsin, the only system of collecting duties and duties in vogue at the Treaty Ports is that which has been so ably inaugurated and perfected by Sir ROBERT HART. But, however well the Imperial Maritime Customs organization has satisfied the Imperial Government, and however much merchants and shipping firms generally appreciate the facilities afforded by the Customs officials, there can be no doubt that the provincial authorities have always been very jealous of the Foreign Inspectorate. We need not go far afield for the reason. It is that at ports and trade centres not open by treaty to foreign trade the collection of duties is in the hands of the local officials, who, after paying themselves and their retinue of clerks and hangers-on, remit to their superiors such sums as may not have melted away while filtering through their delicate fingers. No regular or audited returns or accounts appear to be kept, and so long as the "Higher Authorities" receive something not too far below their estimates, they are satisfied—and probably think themselves lucky. But the opening of a port to foreign trade, the establishment of Consulates, and what is of more consequence to the local officials, the establishment of a branch of

the Foreign Inspectorate (through which thenceforth all dues must be paid, so far as foreign trade is concerned) is quite another affair, for then regular returns will be published, proper accounts kept, and the amount of duties collected will in due course be remitted to the Central Government.

Now, if the Central Government made—as it was no doubt intended by the framers of the Tientsin Treaty that it should do—adequate returns to the provincial authorities for what they have lost by the changed order of things, the latter, though they would much regret the innovation (which would deprive them of "squeeze"), would still be able to adapt themselves to circumstances. But the Central Government, while profiting from the largely enhanced revenue collected by its foreign employees, has made no return to the provincial and local authorities, who, perhaps naturally enough, therefore resort to all kinds of schemes and devices to make good what they set down as losses, their *modus operandi* including the imposition of *lekin*, *li-shui*, and various other illegal taxes on foreign trade. The immense injury caused to commerce by the anomaly of two practically opposition Custom Houses in one country—for that is what the whole thing amounts to—is manifest, and to it is to be credited in a great measure the falling off of the export trade of China. If, on the other hand, Chinese provincial and local officials respected some benefit from foreign trade, they would naturally do all they could to assist foreigners in developing trade generally—both in foreign and native articles of commerce.

The comparatively recent action of the Taotai of Hainan, whose seat of government is at Hoihow, and who has been undoubtedly supported by the Viceroy of Canton, shows that official utter ignorance of or disregard for treaty obligations. It may be set forth briefly thus:—Some years ago he authorized the seizure by *lekin* officers of a shipment of live pigs (the property of a British firm) which were shipped under a Customs permit. He paid no attention to the remonstrances of the British Consul, but even went so far as to sell the whole consignment of pigs, and contrived very adroitly to delay the payment of compensation. In the meantime he maintained a *lekin* guard-boat between the Customs offices and the shipping in the roadstead, and compelled all boats carrying pigs—though covered by a Customs permit—to go alongside his guard-boat, and if it were found by his officers that the porcine consignment was not also covered by a *lekin* receipt, the boat and cargo were promptly confiscated. When compelled, at the instance of the Foreign Office, acting through the British Minister at Peking, to effect restitution, the Taotai at once issued a proclamation setting forth that it was optional on the part of shippers whether they paid *lekin* or Customs duties. Strange to say the Commissioner of Customs appears to have received orders from Peking to accept *lekin* receipts in lieu of Customs duties and on the strength of the same to grant a permit to ship! The Taotai, however, has even gone further and issued another proclamation, setting forth that while Chinese can get off with the payment of *lekin*, foreigners must pay Customs duty as of yore.

The complete illegality of this new departure is, of course, beyond dispute, and the British Consul has protested to the Taotai and placed the whole matter before her Majesty's late Minister at Peking. Seeing, however, that the principle involved is of the most vital importance to foreign trade in China and of considerable moment to Hongkong, it would be well if the local Chamber of Commerce took the matter up and made such urgent representations in the proper quarters as the nature of the case and the protection of British trade interests would appear to so imperatively demand.

## TELEGRAMS.

## THE FIRST LIFE GUARDS AND THE ARMY SERVICE CORPS.

LONDON, October 22nd.

Eight non-commissioned officers of the First Life Guards have been dismissed the Service in connection with the recent saddle-cutting. Consequent on this dismissal there is great excitement in the regiment.

Two men of the Army Service Corps, for the same offence, have been sentenced to one year's imprisonment and to be dismissed the Service with ignominy.

## THE CHICAGO EXHIBITION.

At the dedication service of the buildings forming a portion of the Chicago Exhibition, there were present the largest gathering of notables ever assembled together in the United States. Delegates were present from every nation.

[Where is Amos Reid?]

## THE UGANDA QUESTION.

October 29th.

Writing with reference to the proposed abandonment of Uganda, Lord Salisbury states that the late Government always contemplated retaining possession of that district.

## (From El Comercio.)

## THE "BOKHARA" DISASTER.

MADRID, October 31st.

Violent storms on the coast; several losses among the fishing fleets of Valencia and San Sebastian; the steamer *Bonhara* (sic) wrecked on the Fisherman (Pescador) Island, with loss of 120 lives.

On the 25th October the *Comodoro* has this note:—"A friend acquainted with shipping affairs informs us that, whereas our telegram of Sunday appeared to imply that a steamer called the *Bonhara* had been wrecked on the Spanish coast, he believes that the report must refer to the loss of the P. & O. steamer *Bokhara*, which left Shanghai for Hongkong a few days ago, and was lost on Pige-

dore Island, in the Formosa Channel. The *Bokhara* was about 2,940 tons, and was built in 1873 in Greenock; 351 ft. 6 in. long, 39 ft. deep, and 29 ft. broad. As the telegram reports 120 lives lost, there must have been some passengers, as the ship's company would not be more than 90 or 100. On Sunday (15th Oct.) it was known here that the ship was four days out, and it was concluded that she must have encountered the typhoon, which passed along the Philippine coast about that time. It now appears that this was the vessel reported lost, as the Hongkong papers received to-day per *Emeralda* confirm the sad news. We take from them the following:—"Swatow, 17th Oct.—The steamer *Bokhara* is a total loss near Sand Island, in the Pescadore. She sank immediately, tremendous seas having been on board and put out the fires; 123 lives lost, and only 23 saved." [From the telegraphic abstract above it would appear that the Spanish telegram must be also manipulated by Reuters.—Ed., H. K. T.]

THE COLUMBIAN CENTENARY IN SPAIN. The festivities at Barcelona, in commemoration of the fourth centenary of the discovery of America, have terminated in riots, shooting, and wounding.

## THE SPANISH NAVY.

October 24th.

Senor Beranger, Minister of Marine, has resigned.

THE HERO OF SPAIN IN DANGER. The celebrated bull-fighter Repartos has been injured in the Seville bull ring so badly that his condition is thought to be dangerous.

## SHANGHAI AUTUMN RACES.

SECOND DAY, 1ST NOVEMBER, 1892.

(By Telegram.)

THE NORTHERN CUP, value \$15,000 for China ponies; weight for inches as per scale; winners 75 per cent; second 75 per cent; third 50 per cent; fourth 25 per cent; fifth 10 per cent; sixth 5 per cent; seventh 2 per cent; eighth 1 per cent; ninth 1 per cent; tenth 1 per cent; eleventh 1 per cent; twelfth 1 per cent; thirteenth 1 per cent; fourteenth 1 per cent; fifteenth 1 per cent; sixteenth 1 per cent; seventeenth 1 per cent; eighteenth 1 per cent; nineteenth 1 per cent; twentieth 1 per cent; twenty-first 1 per cent; twenty-second 1 per cent; twenty-third 1 per cent; twenty-fourth 1 per cent; twenty-fifth 1 per cent; twenty-sixth 1 per cent; twenty-seventh 1 per cent; twenty-eighth 1 per cent; twenty-ninth 1 per cent; thirtieth 1 per cent; thirty-first 1 per cent; thirty-second 1 per cent; thirty-third 1 per cent; thirty-fourth 1 per cent; thirty-fifth 1 per cent; thirty-sixth 1 per cent; thirty-seventh 1 per cent; thirty-eighth 1 per cent; thirty-ninth 1 per cent; fortieth 1 per cent; 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October 13th.  
A reply has been sent by the Government of India to the Darjeeling tea planters who memorialised on lines opposed to the Currency Association.

It is strange, says the *Observer*, that nothing whatever has yet been heard in India of the composition of Lord Herschell's Committee. This absence of news must, we should imagine, occasion considerable surprise to the Government of India who are most deeply interested in matters which the Committee will deal with. The date of the assembly is also unknown.

At to-day's Legislative Council, the Select Committee's report on the Private Estates Bill, and the Lower Burma Towns Bill were presented. Bills were introduced to provide for the execution in British India, of capital sentences passed by British Courts in Native States, and for the levy of tolls on the Landdowns Bridge.

CALCUTTA, October 14th.  
The Bombay Municipal Executive Engineers have issued notices to two hundred and eighteen owners of houses in a dangerous condition to pull them down.

LONDON, October 14th.  
A meeting representing thirty thousand cotton operatives was held at Oldham yesterday, at which the proposed reduction of wages by the masters was rejected. The operatives of other towns have resolved to contribute towards the support of the strike.

October 21st.  
Count Von Caprivi has presented to the Federal Council a bill for an increase to the German Army of sixty thousand men.

#### LATE NEWS.

LONDON, September 28th.  
A powerful syndicate, of which Lord Randolph Churchill is chairman, has been formed to exploit the Transvaal and Mashonaland.

The report that the Socialist Liebknecht is to be expelled from France is now denied. It is reported that Count d'Aubigny, French Minister in Morocco, who is proceeding with a French mission to the Sultan at Fez, is meeting with serious indignities from the Moorish officials on the route, and it is believed that he will return to Tangier and there await an explanation from the Sultan.

It is reported that Mr. Gladstone has invited the Venerable Archdeacon Howells of Worcester and St. Asaph, to propose a scheme for the disestablishment of the Church in Wales which will be acceptable to the Welsh clergy.

M. Paderewski, the celebrated pianist, is now in Paris, suffering from a serious attack of rheumatic fever.

Commission and insurance rates are hardening daily in London.

A telegram from the Earl of Kintore to the Marquis of Ripon, denying the statement made concerning the reported deficit in South Australia, and stating that a small surplus is expected at the end of the financial year, has been published.

Sir Edward Blyden, Agent-General for Sierra Leone, has published an article in *Blackwood's Magazine* on the Transvaal and Mashonaland. He states that the silver mines of that colony are regarded as more phenomenal in point of wealth than even Broken Hill, and he considers that there are likely to be fully 60,000 people at Mount Zibabue and Dundas by the end of the present year.

Dr. Scott Sanders, who was charged with having committed extensive forgeries in the name of Messrs. Lowndes Bros., has been committed for trial.

The London County Council has decided to try the experiment of dispensing with contractors in carrying out its works, and organising a direct staff of workers under Trades Union conditions.

The old-established Jerusalem Shipping Exchange has been merged into the London Shipping Exchange.

The Jerusalem Exchange, situated in Cowper's Court, originated in the Old Jerusalem Coffee House, so well known in the time of the "Honourable East India Company." In those days the officers and captains of the Company congregated to compare notes of their adventures with the French and Dutch, while merchants and shipowners undertook to gain commercial information from those lately returned from the East.

But since the development of telegraphy all this is changed. Still, merchants and shipowners continue to meet every day at 4 p.m. to transact business and arrange freights, without the romance of the old days. It is stated that many ships have been loaded in one day by bargains made at the "Jerusalem." Amongst the records to be found at the "Jerusalem" are many things to interest the antiquarian and historian. For instance, memoranda of the capture of St. Helena in 1805, the account of the eight ships that sailed from Plymouth for that island with Buonaparte in 1815, besides numerous accounts of the engagements of the East India Company's fleet with the French and Dutch men-of-war. There are also chronicled the high charges for freight to those days, the instructions given by the directors of the "Honourable Company" to commanders regarding religious observances on board each ship, and the details of the uniform worn from time to time by the officers, as well as many other matters which would interest the painter as well as the historian.

Mr. Allen, secretary of the Marriage Law Reform Association, is urging upon the Colonial Agents-General to agitate for a reform of the marriage laws so that all marriages legally celebrated in the colonies may be recognised in Great Britain.

It is reported that the Gladstone Government in 1885 (before Mr. Gladstone had announced his conversion to Home Rule) caused the historical split in the Liberal party) ordered Sir Robert Hamilton, who was then Under-Secretary for Ireland, to draft a scheme of Home Rule.

September 29th.  
The mortality in Hamburg showed a further slight decrease yesterday, fifty-three deaths being reported as compared with fifty-seven on Tuesday.

A new method of treatment of the disease which has been adopted, the principle of which is to produce perspiration, is reported to be proving very effective.

The disease is decreasing at Boulogne, in France.

Messrs. Gilbey and Co.'s report, published in the *Times*, states that the French cereal vintage of 1891 is a good one, although the crop was only half the average. The vines are stated to be generally in a healthy condition.

Mr. Abington (George Baird) has paid a retaining fee of £10,000 to J. Watts, the crack English jockey, for the first call on his services for a period of three years.

John Osborne, the veteran English jockey and trainer, has been presented with a purse amounting to 3,000 guineas on his retirement from the turf.

Sir Edward Braddon, Agent-General for Tasmania, has accepted the chairmanship of the Hobart Tramway Company, in compliance with a cable message received from the late Premier, Mr. Fyfe, who also authorised him to accept a position on the directorate of the Great Northern Railway Company of Tasmania when the company is formed.

The Post Office authorities have definitely declined to renew the contract for the conveyance of mails to New Zealand and Australia by the

the San Francisco route except under the Postal Union rates. Mr. Percival, Agent-General for New Zealand, and Mr. King, will interview the Postmaster-General, Mr. Arnold Morley, on the subject.

The large dealers and stockbrokers declare that colonial stocks to the amount of £4,000,000, which have been taken up, are still undigested, and they will, therefore, abstain from subscribing to the proposed new South Australian loan. The smaller dealers, however, are more favourable to the proposed loan, if it should be issued at a low price.

Financiers in the city hold that if the dividend tax proposed by Sir Graham Berry, Colonial Treasurer of Victoria, is made to apply to the public debt it will virtually close the English market to colonial loans. A tax on any dividends is strongly resented.

Mr. Justin McCarthy's advisory committee is appealing to the people of Australia for funds to sustain the Parliamentary movement of the Irish Nationalists.

It is reported that Mr. John Morley, Chief Secretary for Ireland, contemplates purging Dublin Castle of all the permanent officials now holding office.

Mr. H. H. Asquith, Home Secretary, has ruled that the holding of public meetings in Trafalgar Square, which has been prohibited for some time past, is quite legal.

It is reported that the Government are about to appoint a commission to inquire into the question of rents of agricultural holdings in Wales.

Latest news from Morocco states that the death of the Sheriff of Wazam has a prejudicial effect on French influence in that country.

It is reported that henceforth the Guards and other corps known as the Household Troops will take their turn with the other regiments on foreign service.

Alderman Stuart Knill was to-day elected Lord Mayor of London for the ensuing year. Alderman Knill is, however, a Roman Catholic, and on conscientious grounds he refuses to attend the Protestant churches on occasions of ceremony in connection with the corporation, but he expresses his willingness to appoint a substitute. The matter has caused considerable excitement in London, and the announcement of the election of Alderman Knill was received with great hooting and uproar. The new Lord Mayor was subjected to a good deal of "heckling" by a number of the speakers on the occasion predicted a return of Popery in England.

September 30th.  
Very little popular interest is being taken in the forthcoming election for the Presidency of the United States, for which Mr. Harrison and Mr. Cleveland have been nominated by the Republican and Democratic parties respectively.

The report of the London School Board shows that the free education scheme introduced by the late Government has only increased the attendance at the schools by a mere fraction.

The Mexican Government is making proposals for a reciprocal trade agreement with Canada.

It is announced that the dues levied on ships passing through the Suez Canal will be reduced to half a franc per ton in January next.

The elections which have taken place in Natal have proved adverse to the scheme of responsible government claimed for that colony. Fourteen opponents of the scheme having been returned, and only ten supporters of responsible government.

The Russians have released one of the British sailing vessels recently seized in Behring Sea, and there are signs that they are "climbing down" from the position lately taken up as to the right to seize all sealers in what they claim as the Russian portion of Behring Sea.

It has now transpired that the amount of the retainer fee paid by Mr. Abington to the crack English jockey, J. Watts, for first call on his services for a period of three years, is only £10,000, not £20,000 as previously stated.

The police in Vienna have arrested a man believed to be "Jack the Ripper" who committed a number of atrocious murders in Whitechapel some time ago. The person arrested is an Austrian named Alois Spengler, and is 34 years of age.

#### THE TRANS-PACIFIC TRADE.

Apparently there is to be another line started between the Far East and the Far West, under the auspices of the Great Northern Railway Co. of the United States. The *Tacoma News*, referring to the subject, says—

"Ever since the recent ill-fated and most promising of latter-day towns on Puget Sound, has an advertisement in the *Financial* of last week which is interesting reading to those who think that Tacoma is the pet and favoured child of the Northern Pacific railroad. The Northern Pacific officials do not stand loyally by the interests of their road whenever a personal interest leads in another direction. If the sole object of Northern Pacific officials was to make richer the Northern Pacific railroad, N. P. might bring a higher figure on charge and the wires might be relieved of the burden of overworked sleepers in N. P. and necessary reorganization in the Villards. In a list of the stockholders of the Everett Land Company, published in the *Financial*, appear names of N. P. R. directors or leading officials."

"No one can have reason to complain of such advertising except those who own Northern Pacific stock, and those who own Great Northern stock have particular reason to be pleased with the following boom for the Great Northern railroad, which ends the ad—

"New York to Japan and China, via Great Northern to Korea and its steamship line to Japan will be over 600 miles less than via San Francisco, while the wonderfully low grades of the Great Northern will enable it to haul from two to two and one-half times as much as any other trans-continental railway. Which line will commerce take?"

#### TO FAR CATHAY.

V.  
THE OPENING OF CHINA AND JAPAN.

Free trade with China was only really established, as we have seen, in 1842, but it was only a limited kind after all until after the Crimean War. It is still limited, as a matter of fact, to certain ports, but the Treaty of Nanking limited it to five ports. That Treaty also forbade foreigners from entering the City of Canton and compelled them to carry on their operations outside, at great inconvenience. The City of Canton had to be opened as soon as it was thought prudent, but the Chinese Government, after their usual manner, found all sorts of pretexts for not completing this arrangement.

At last Lord Palmerston lost patience at the evasions and wrote the famous despatch, in which occurs the passage—

"The faithful performance of treaty engagements by sovereigns is the security for peace between nations. The Queen of England has fulfilled her treaty engagements to the Emperor of China. The Emperor of China has not fulfilled his treaty engagements to the Queen of England. Why, has the Emperor broken his word? Is it because he is unwilling to keep his engagements, or because he is unable to do so? If he is unwilling to keep his engagements how can the British Government trust to the Emperor's word, and how can there be lasting peace between the two Governments?"

Emperor is unable to keep his promise because his word and his orders are not respected by his subjects, how can we expect that foreign Governments should show him more respect than his own subjects are willing to show? And will not foreign Governments be obliged to inflict on the Chinese people, in order to repress their violence, those punishments which the Emperor is too weak to be able to award?"

This was putting the case straight, but John Chinaman does not understand plain speaking, nor did he understand the character of the men to be dealt with. So in 1854 Sir John Bowring was sent out to look after British trade in China, with special instructions to insist on the performance by the Chinese authorities of the engagements entered into, and to resort to arms if necessary in order to compel aggression and to protect British subjects and their property.

His proposal was to announce to the Chinese Government that the time had now arrived for the opening of Canton, and to march immediately right into the City with a sufficient force to prevent resistance. He was instructed, however, to exhaust the resources of diplomacy before he adopted summary measures, and no negotiations were resumed, and dragged their slow length over three or four years more.

Then, in 1856, came the capture of the *Arrow* by the Chinese authorities—a native vessel registered at Hongkong, and sailing under the British flag—which led to reprisals and the blockading of the Canton river on the further evasion of demands to open the City to traders.

Meanwhile, however, Lord Elgin arrived out with larger powers and a larger programme than had been given to Sir John Bowring. His mission was not merely to compel the execution of treaty engagements, but to compel the execution to British subjects who had suffered from Chinese attacks, but also to have a complete revision of all the treaties so as to obtain further facilities for trade on the great rivers and with other of the coast ports; permission for Chinese vessels to resort to Hongkong for trade, not merely from the treaty ports, but from all the ports in the Chinese Empire; and the admission of a permanent British Minister to reside in Peking.

In short, it was the special object of the Elgin mission to place trade in and with China on the broadest possible basis, and to get into touch with the great commercial centres of the interior. The item concerning Hongkong was an important one, because if native vessels from all parts of the Empire could be brought there to interchange traffic, a great part of the disadvantage of having British shipping confined to certain scheduled ports would be counteracted.

But the order was a large one—too large to be executed without difficulty. Elgin obtained the co-operation of the representatives of France and the United States, and primed himself fully with information from the leading merchants and Chambers of commerce. Then he formulated his demands, and waited. He might have been waiting still if he had been of the texture of a modern Radical statesman, but as he did not wait, and regarded the despatches from Peking as mere evasions, he proceeded to walk into Canton as the next step.

From there he sent word that he, in alliance with the French Minister, meant to hold the place until all the other matters were arranged. Well, they were not arranged, and his next step was to move up north and occupy Tientsin, the port of the two great provinces of Chih-li and Shensi, and the natural outlet of the interior trade of Manchuria. The result, of course, was war; but the war, if sharp, was short, and China caved in.

The new treaty provided for the establishment of British Consuls at the treaty-ports, as well as a Minister at Peking. And it added to the list of free ports, the ports and cities of Newchwang, Yanchow, Swatow, Hainan, and Tai-Wan (in Formosa). British subjects were to be allowed to travel in all parts of the interior, British ships were to be allowed to trade on the Yangtze River as far as Hankow, and the question of river, or transit-duties, on British goods, was settled.

This seemed all right, but when Mr. Bruce, sent out as British Minister in China, according to the terms of this treaty, went to Peking, his entry was opposed, and his vessel attacked. Therefore war was declared again, and when another Convention was signed, another indemnity was demanded, in security for the payment of which the French joined with the English in holding the Chinese inland.

Some people say, of course, that we had no right to force our trade upon China, and to compel her by force, and against her will, to admit our ships and merchants to her markets. And perhaps, as a question of pure ethics, we had not; but then as a question of international law we had every right to demand and compel the execution of treaty engagements, and to exact penalties for the infringement of them.

Without arguing this point, however, it is sufficient for our purpose to show that the effect of Lord Elgin's mission, and of the two wars which followed it, was to open to us an enormous market. Thus, in 1840, our exports to China amounted to about £250,000. In 1844, after the opening of the ports of Canton and Shanghai, our exports were about £1,000,000. In 1858, after the measures taken, they increased to £1,700,000. In 1878, they were £3,900,000.

But these figures represent only a small part of our trade with China. There is the immense traffic between India and China, and between China and other parts of the East, which passes through our hands. There are our imports from China, the enormous interchange of Chinese traffic at Hongkong and other ports. No doubt a good deal of the distributing trade which was formerly in the hands of British merchants is now done by Chinese merchants, and no doubt the larger and wealthier the Chinese Empire, the more will go on moving and melting into the ocean-going steamers. But so far, the development of the Chinese coast and interior trade has been directly beneficial to our trade and shipping—for the larger the demand for foreign goods in China, and for tea and other Chinese products at home, the larger has become the employment of bigger and wicker vessels.

It was two years after the close of the Crimean War that the Treaty of Tientsin was signed, and from the Treaty of Tientsin (although, as we have seen, it had to be enforced) dates our present era of trade with China.

Two years later again a treaty was arranged with the Emperor of Japan for the establishment of a British Minister and Consuls in Japan, and for the opening to British subjects of the principal ports and cities of that country, with power to buy and sell direct with Japanese subjects. A number of other privileges were also secured, and if we were not able to avail ourselves of them at once, it was due to an unfortunate clause in the treaty about the frequency. This led to many unpleasant disputes until a fresh treaty in 1868 solved the difficulty.

Another enormous new market was opened to us soon after the Crimean War, and principally, too, through the diplomatic ability of Lord Elgin, who, while waiting for China to come to terms, made a trip to Yeddo and concluded the Treaty. A Japanese law existed which made it a capital offence for natives to travel abroad.

John Company very early in the 17th century sent an agent to Japan, and about the year 1610 obtained a treaty giving him rights to enter all the ports of Japan for trading purposes. But as usual, he did not make much of these concessions, and indeed found the whole so unprofitable that he gave it up. Then the

Portuguese attempted to chip in, but gave as much offence that trade with them was prohibited by the Tycoon under pains and penalties. After a time John Company wanted to resume relations, and sent out some ships in the last quarter of the 17th century. But he had forfeited his trading rights, and the Japanese Government, having made up their minds that the English and the Portuguese were much the same, and all a bad lot together, extended the prohibition-decree to them also. Later on John managed to effect an entrance again, but he never did much in Japan, and in fact down to the present century nobody did.

The Americans got a footing here we did (although Admiral Stirling was not long behind them in getting Nagasaki and Hakodate opened to British ships), and we shall, therefore, presently deal with the Americans in Far Cathay.

#### NEWCHWANG.

(FROM OUR CORRESPONDENT.)  
NEWCHWANG, October 19th, 1892.  
The last foreign man-of-war that visited our port was the British gunboat *Redpole*, as I informed you in a previous letter; unfortunately she had to leave three or four days behind, the third was left in charge of the patients, nursing them and tending them generally. The two men have recovered, but it seems their attendant became infected, and his life, was despaired of for some time. However the crisis is passed safely now, and it is hoped that he will get completely all right.

Talking about typhoid fever, I am sure of one of our most popular pilots, is very sick, stricken with the same malady, but it is fervently hoped that she will get over this illness all right. The question naturally arises, what is the cause, what is the reason that typhoid fever should appear to be so prevalent at this port? It is a question to be dealt with by Dr. Morrison, who to all intents and purposes is the local "Medical Officer of the Port," and I should be delighted to see an essay of his on this subject in some future *Customs* report, seeing that Dr. Morrison is attached to the Customs establishment as the medical adviser. But if the learned doctor would prefer to throw some light on the subject, through the columns of the *Journal* of the China Branch of the Royal Asiatic Society, no doubt such a contribution, coming from such a competent source, would be of the utmost professional value. We are very glad to have Dr. Morrison back amongst us; his recent holiday in Japan seems to have done him an immense deal of good, and he looks stronger now than ever. During his absence his duties were very ably attended to, and most satisfactorily discharged by Dr. Browning, of Ningpo, who, unfortunately, left Dr. Morrison's return. It was with the utmost regret that our small foreign community saw the departure of Dr. and Mrs. Browning for their own home in Ningpo.

There are 16 steamers and 5 "wind-jammers" in port now, and export cargo is by no means wanting; but still business is not very brisk, owing to the shipowners being reluctant to buy. Perhaps Mr. Jack Frost will soon step in and bring both sellers and buyers to convenient terms.

One of the late steamers in port was the Norwegian *Wankang*, which had taken a cargo of railway material to Taku, for the Tientsin-Shankuan-Newchwang railway; oh, how we long to hear the piping whistles of those locomotives! An event of local interest will presumably come off early in the month of the month of Mr. Carlos' new pilot-boat; it has been such a very long time on the stocks now that the wood must be considered well seasoned, so we will, no doubt, turn out a great success.

Dr. and Mrs. Greig arrived here on the 17th last per steamship *Taku*. Your readers will no doubt remember the cruel and worse than brutal treatment that the doctor was subjected to last year by the followers of one of the Chinese Celestial mandarins, who are supposed to be responsible for the good government of Kirin, in these fine Manchurian provinces. Thanks to the "masterly inactivity" of Sir John Waltham, the Doctor as yet has received no compensation for the serious illness which he sustained last year, or for the horrible bodily tortures to which he was subjected. It is to be hoped that things may change for the better when Mr. O'Connor comes out at the same time it is also to be hoped that the matter may be taken up in Parliament.

I regret to have to report that our small community is to lose Mr. Mrs. Artyon, who are about to leave for Tientsin. Mr. Artyon's successor, Mr. Bullock, and his family, arrived per steamship *Yunnan*. Now that we shall soon be cut off from the outside world by ice, except per telegraph and overland caravans, would you mind sending me a pair of skates by next steamer?

There are three Chinese cruisers outside the bar, belonging to the fleet of the Viceroy of Canton; and built at the Foochow Arsenal; they arrived here from Taku and are temporarily attached to the Pelyang squadron, to be fitted into shape and taught how many naval beans make five—*Shanghai Mercury*.

#### CHINAN-FU.

October 14th, 1892.  
It was only a few days after posting our last letter, referring to the freedom from danger of the Yellow River, that the river burst its south embankment some 20 miles east of the city, flooding the different districts to the east right up to the sea, or getting within the already high waters of the Hsiao-ching river. At once the two Tientsin, in which had taken a cargo of railway material to Taku, for the Tientsin-Shankuan-Newchwang railway; oh, how we long to hear the piping whistles of those locomotives! An event of local interest will presumably come off early in the month of the month of Mr. Carlos' new pilot-boat; it has been such a very long time on the stocks now that the wood must be considered well seasoned, so we will, no doubt, turn out a great success.

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variety of unexpected incidents. The Italian priest came back from Peking and informed the deputies that he was willing to accept their previous plan of mediation, then in a few days fresh orders came from Peking, as the result of the French Minister taking action on behalf of the priest. This disgusted the officials, but as orders had come they had to be issued to the local official. The Americans hearing of the new orders at once sent a telegram to the American Minister, presenting the other side, and new orders were issued. The French deputies were appointed to again try to mediate, and the prospects now seem favourable. At the same time the local official has summoned some of the parishes, and failing to reach a decision acceptable to both sides, has now tried to mediate. We sincerely hope the matter may be soon settled, and this is the hope of the officials as well. There has been one advantage in that the two religions are now pretty well distinguished, and the methods of the two sides are understood.

Over a month ago a special deputy was sent to Yenchow Fu to try to settle a new case of the German Catholic Mission which has arisen in connection with a small piece of property purchased in a village of that district, but the deputy has returned twice, failing each time to accomplish anything. Not only so, but on the appearance of a new Prefect at Yenchow Fu, rumours were set afoot of his bringing a whole lot of foreigners with him, and the people have again decided to prohibit all foreigners from entering their boundaries.

About a month ago an American missionary, previous to his return home, visited the cities of Yenchow Fu, Chih Fu, and Chou Hsien and owing to old friends in these places managed to visit and pass through them without molestation. He was also given a farewell banquet by several of his official friends in Chingchow. Two American families are now peacefully establishing themselves in Chingchow, and the work of both Protestants and Roman Catholics is now being fully protected in that large city. The Catholic priests of the German mission are also located in the city of Ichow Fu, and lived in the southern suburb of that city for fully three years. It thus seems that both Catholics and Protestants are pressing forward into all parts of the province, and there is a danger of more or less collision, if proselytizing between them is encouraged.

A few weeks ago a new Salt Commissioner named Li arrived here, who for some years has been the Taotai at Kinkiang.

The Taotai of this city has been kept busy for two months on the Yellow River, but is expected back soon. The Governor has also been away for several weeks, but has lately returned. With territorial duties, as well as those on the Yellow River, and with foreigner, they are kept busily occupied.—*N. C. Daily News Correspondent*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

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